

SEATTLE MONORAIL PROJECT

The Seattle Popular Monorail Authority ("Seattle Monorail Project") prepared this Final Environmental Impact Statement (Final EIS) on the proposed 14-mile Green Line Monorail in the city of Seattle, Washington in cooperation with the United States Coast Guard. The Green Line will provide monorail transit service to a number of Seattle communities and destinations on elevated guideways in the Ballard, Interbay, Seattle Center, Belltown, Downtown, South Downtown (SODO), and West Seattle areas of Seattle. The Green Line was authorized and funded by Seattle voters in Citizens' Petition No. 1 on November 5, 2002. The Coast Guard will be reviewing the Green Line's water crossings at the Lake Washington Ship Canal and the Duwamish Waterway pursuant to the Coast Guard's bridge permitting authority.

The Final EIS was prepared to satisfy the requirements of the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*) and the State Environmental Policy Act (Ch. 43.21C RCW). It was prepared to inform the public, agencies, and decision-makers about the environmental consequences of building and operating the Green Line within the city of Seattle. The EIS process was also used to solicit comments on impacts to historic buildings and other cultural resources pursuant to Section 106 of the National Historic Preservation Act (16 USC § 470 *et seq.*). The Final EIS examines the alternative alignments, stations, Operations Center, and other facility locations and includes a Preferred Alternative. The analysis considers potential long-term, short-term, and cumulative effects on the natural and built environment for each of the alternatives, including the No Action Alternative. Mitigation measures to reduce or avoid impacts are discussed in more detail than in the Draft EIS.

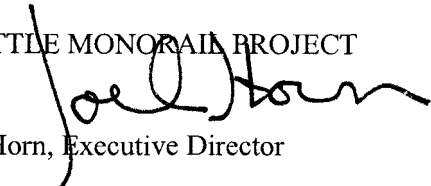
The Final EIS is published in seven volumes. The contents of each volume are:

- Volume 1A – Final EIS Chapters 1 through 6 plus an index
- Volume 1B - Appendices AA through KK
- Volume 2 – Updated Conceptual Design Drawings (Appendix LL) and Updated Visual Simulations (Appendix MM)
- Volume 3 – Updated Section 106 Cultural Resources Report (Appendix NN)
- Volume 4 – Updated Technical Backup Information (Appendices OO through SS)
- Volumes 5 and 6 – Draft EIS Comment Letters and Responses

The Final EIS is available free of charge on SMP's website (www.elevated.org) or on CD ROM. Hard copies are available at cost. Please contact the persons listed on the cover sheet for information on obtaining CD ROM copies or hard copies of the document or for additional information.

For further information about this Final EIS, please contact the individuals listed on the following cover sheet.

SEATTLE MONORAIL PROJECT


Joel Horn, Executive Director

USCG FINAL ENVIRONMENTAL IMPACT STATEMENT
(7 Volumes)

FOR

Seattle Monorail Project Green Line Lake Washington Ship Canal Bridge and Duwamish Waterway
Bridge Modification

DOCUMENT NUMBER: USCG-2003-15797

PREPARED BY: Seattle Popular Monorail Authority ("Seattle Monorail Project") and
United States Coast Guard

CONTACT INFORMATION: For further Information from the Coast Guard
and the Seattle Monorail Project:

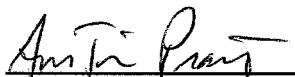
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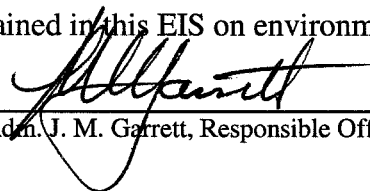
ABSTRACT: The Seattle Popular Monorail Authority ("Seattle Monorail Project" or "SMP") proposes to construct and operate a 14-mile monorail transit system, called the Green Line, within the city of Seattle, Washington. The United States Coast Guard will review navigable water crossings at the Lake Washington Ship Canal and the Duwamish Waterway under its bridge permitting authority. The Green Line would serve a number of Seattle communities and destinations on elevated guideways located primarily along existing street rights-of-way in Ballard, Interbay, Seattle Center, Belltown, Downtown, South Downtown (SODO), and West Seattle.

PUBLICATION DATE: March 10, 2004

<u>2/25/04</u>	<u></u>	<u>Bridge Administration, 13th Coast Guard District</u>
Date	Austin Pratt, Environmental Project Manager	Title/Position

<u>2/25/04</u>	<u></u>	<u>Bridge Administration, 13th Coast Guard District</u>
Date	Austin Pratt, Environmental Reviewer	Title/Position

In reaching my decision/recommendation on the USCG's proposed action, I have considered the information contained in this EIS on environmental impacts.

<u>2/27/04</u>	<u></u>	<u>Commander, 13th Coast Guard District</u>
Date	Rear Adm. J. M. Garrett, Responsible Official	Title/Position

FACT SHEET

Abstract of Proposed Action

The Seattle Popular Monorail Authority (“Seattle Monorail Project” or “SMP”) proposes to construct and operate a 14- mile monorail system, called the Green Line, within the City of Seattle, Washington. Bridge permit review will be required by the United States Coast Guard for navigable water crossings at the Lake Washington Ship Canal and at the Duwamish Waterway. The Green Line would serve a number of Seattle communities and destinations on elevated guideways, primarily along existing street rights-of-way, in Ballard, Interbay, Seattle Center, Belltown, Downtown, South Downtown (SODO), and West Seattle.

Proponent and SEPA Lead Agency

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(206) 382-1220, www.elevated.org

NEPA Lead Agency

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Contact Information and Comments

For additional information regarding the project or this Final EIS, please contact:

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Comments can be provided to: Docket Management Facility, USCG-2003-15797, U. S. Department of Transportation, Room PL-401, 400 Seventh Street SW, Washington, DC 20590-0001,
Phone: (202) 366-9329, Fax: (202) 493-2251, Website: <http://dms.dot.gov>

Document Availability

The Final EIS is available online both at www.elevated.org and at <http://dms.dot.gov>. It is also available on CD ROM by contacting SMP at (206) 382-1220 or eis@elevated.org. CD-ROMs are available at no charge. Hard copies of the Final EIS are available at City of Seattle public libraries and Neighborhood Service Centers (see Appendix FF, Distribution List) or for purchase at SMP at 1904 Third Avenue, Suite 105, Seattle, Washington 98101. Prices for hard copies are as follows:

Volume 1A	-	\$35.00	Volume 4	-	\$20.00
Volume 1B	-	\$20.00	Volume 5	-	\$25.00
Volume 2	-	\$40.00	Volume 6	-	\$30.00
Volume 3	-	\$30.00	All 7 Volumes	-	\$200.00

Anticipated Permits, Approvals, and Consultation

Federal

USCG Bridge Permits
National Historic Preservation Act Consultation
US Army Corps of Engineers Section 404 Nationwide 15, 33 and 3
Section 7 Endangered Species Act Consultation
Magnuson-Stevens Essential Fish Habitat Consultation
FAA/Air Navigation Review
Clean Air Conformity

State

Ecology 401 Water Quality Certification
Ecology 402 NPDES Stormwater Permits
Ecology Coastal Zone Management Act (CZMA) Concurrence
WDFW Hydraulic Project Approval
WDNR Aquatic Lands Lease

Local

Local permits from the City of Seattle will vary depending on precise route and station locations selected for implementation and permitting, and could include the following:

Transit Way Agreement for Use in Right-of-Way
Zoning Route Approval
Seattle DPD Master Use Permit approvals for location of stations, operations center, and power substations
DPD Shoreline Development Permit for work in Shoreline District
DPD Shoreline Special Use Permit for work over Ship Canal
DPD noise variances for construction
Seattle DON certificates of approval for structures in Pioneer Square Historic District
DON certificate of approval for changes to landmark structures
Seattle SDOT approvals for location and construction of guideway
City of Seattle building, grading, demolition, side sewer, electrical, signage, and stormwater review

Documents Incorporated By Reference

The following studies and environmental documents are hereby incorporated by reference into this Seattle Monorail Project Green Line Final EIS. Copies of these documents are available for public review at the offices of the Seattle Monorail Project, 1904 Third Avenue, Suite 105, Seattle, Washington 98101, Telephone (206) 382-1220.

- Seattle Popular Monorail Plan (Elevated Transportation Company August 2002) (adopting planning principles for monorail transit in Seattle, selecting future corridors for consideration, and describing route parameters for phase one of that Plan)
- Seattle Popular Transit Plan Draft Environmental Impact Statement (Elevated Transportation Company April 2002) (programmatic level environmental review under SEPA for the Seattle Popular Monorail Plan, including review of numerous route alternatives for the Green Line, phase one of that Plan)

- Seattle Popular Transit Plan Final Environmental Impact Statement (Elevated Transportation Company July 2002) (programmatic level environmental review under SEPA for the Seattle Popular Monorail Plan, including review of numerous route alternatives for the Green Line, phase one of that Plan)
- Elevated Transportation Company Seattle Popular Transit Plan Qualitative Estimate of Ridership for Major Events (March 2002)
- City of Seattle Comprehensive Plan – Toward a Sustainable Seattle 1994-2014 (City of Seattle 1994 as amended to date) (planning goals and policies adopted pursuant to Growth Management Act by City of Seattle – background, transportation and land use sections are especially relevant to Green Line project)
- City of Seattle Comprehensive Plan – Toward a Sustainable Seattle 1994-2014, Transportation Appendix (City of Seattle 1994 as amended to date) (background studies and information for City of Seattle transportation planning goals and policies)
- City of Seattle Transit Study for Intermediate Capacity Transit (2001) (study of transit options and recommendations for intermediate capacity corridors/routes for City of Seattle)
- Elevated Transportation Company Ridership Forecast Documentation (URS July 2002) (ridership assumptions and methodologies for phase one of the Seattle Popular Monorail Plan)
- Elevated Transportation Company Qualitative Estimate of Ridership for Major Events (The Transpo Group March 2002) (ridership assumptions and methodologies for forecasting major event peaks for phase one of the Seattle Popular Monorail Plan)
- Destination 2030 Plan (Puget Sound Regional Council 2001) (regional transportation planning information and background studies developed by the regional transportation planning body for the four-county Puget Sound region)
- Vision 2020 Plan Update (Puget Sound Regional Council May 1995) (regional transportation planning information and background studies developed by the regional transportation planning body for the four-county Puget Sound region)
- Six-Year Action Strategy 1999-2004 (Puget Sound Regional Council 1999) (regional transportation planning strategy information for four-county Puget Sound region)
- Six-Year Transit Development Plan for 2002 to 2007 (King County Metro 2002) (planning information for bus transit development in the King County Metro area for planning period 2002 through 2007)
- Ballard Bridge Openings – Monthly Logs 1982-2003 (City of Seattle 2003) (summary logs of bridge openings for maritime traffic at Ballard Bridge over Washington Ship Canal from 1982 to date)
- Ballard Bridge Openings and Vessel Usage – Daily Logs 2000-2003 (City of Seattle 2003) (daily bridge openings for maritime traffic at Ballard Bridge showing date/time, vessel identification, tonnage and towage information for all bridge openings)
- Spokane Street Bridge Openings – Monthly Logs 1991-2003 (summary logs of bridge openings for maritime traffic at Spokane Street Bridge over Duwamish Waterway from 1991 to date)

- Spokane Street Bridge Openings and Vessel Usage – Daily Logs 1999-2003 (daily bridge openings for maritime traffic at Spokane Street Bridge showing date/time, vessel identification, tonnage and towage information for all bridge openings)
- Lake Washington Ship Canal and Lake Washington Nautical Chart 18447 (U.S. Department of Commerce National Oceanic and Atmospheric Administration 1997) (nautical chart showing Ship Canal area with Fishermen’s Terminal turning basin and channel navigation areas)
- Bridge Schematic Drawings (Seattle Monorail Project 2003) (schematic studies showing bridge locations and typical column placements for Green Line alternative bridge locations and three bridge types – box girder, steel arch, and cable-stayed bridges)
- Transit’s Added Value (Cervero, R. and M. Duncan 2002.) (article from February 2002 Urban Land magazine with studies of property value effects of transit proximity)
- Impacts of Rail Transit on Property Values (Roderick B. Diaz of Booz, Allen, & Hamilton, Inc. McClean, Virginia, May 1999) (study of effects on property values of Transit proximity)
- A Study of the Impact of Rapid Transit Stations on Adjacent Property Values (Interwest Property Services, Vancouver, B.C., April 2, 2002) (article with studies of property value effects of transit proximity)
- Land Value and Public Transport. Stage I - Summary of Findings (Royal Institution of Chartered Surveyors, London, England, October 2002) (article regarding studies of property value effects of transit proximity)
- The New Seattle Monorail’s Potential Effect on Property Values (Seattle Monorail Project, August 24, 2002) (information regarding potential property value effects of monorail in Seattle to properties in proximity to line and stations)
- Underground Utility Drawings for All EIS Alternatives – Parts 1 and 2 (BERGER/ABAM June 12, 2003 as updated) (schematic drawings showing utilities potentially recommended for relocation as part of Seattle Monorail Project Green Line construction)
- Aboveground Utility Drawings for All EIS Alternatives (BERGER/ABAM June 3, 2003 as updated) (schematic drawings showing utilities potentially recommended for relocation as part of Seattle Monorail Project Green Line construction)
- Underground Utility Drawings for Extra EIS Alternatives (BERGER/ABAM June 20, 2003 as updated) (schematic drawings showing utilities potentially recommended for relocation as part of Seattle Monorail Project Green Line construction)
- Aboveground Utility Drawings for Extra EIS Alternatives (BERGER/ABAM June 20, 2003) (schematic drawings showing utilities potentially recommended for relocation as part of Seattle Monorail Project Green Line construction)
- Technical Report: Historic and Prehistoric Archaeological Sites, Historic Resources, Native American Traditional Cultural Properties, Paleontological Sites (Courtois and Associates 1999) (study prepared for Central Link Light Rail Transit Project Final Environmental Impact Statement describing cultural resources for Central Link project)

- Cultural and Archaeological Resources Technical Report (Hart Crowser, Inc. 1996) (study prepared for Washington State Major League Baseball Stadium Project, Appendix H describing cultural resources for baseball stadium project)
- Historic Property Survey Report: Seattle's Neighborhood Commercial Districts (Sheridan, M. 2002) (study prepared for City of Seattle, Department of Neighborhoods, Historic Preservation Program describing historic resources in Seattle neighborhood commercial districts)
- Technical memorandum to City of Seattle, Historic Landfill Task, Interbay Landfill (Parametrix June 20, 2000) (study describing extent and conditions at historic landfill in Interbay area)
- Conceptual Geotechnical Engineering Recommendations Monorail Project – Zone A, Seattle, Washington (Shannon & Wilson, Inc. September 2001) (conceptual geotechnical recommendations for Green Line project zone A)
- Conceptual Geotechnical Engineering Recommendations Monorail Project – Zone B, Seattle, Washington (Shannon & Wilson, Inc. October 2001) (conceptual geotechnical recommendations for Green Line project zone B)
- Conceptual Geotechnical Engineering Recommendations Monorail Project – Zones C and D, Seattle, Washington (Shannon & Wilson, Inc. October 2001) (conceptual geotechnical recommendations for Green Line project zones C and D)
- Conceptual Geotechnical Engineering Recommendations Monorail Project – Zone E, Seattle, Washington (Shannon & Wilson, Inc. November 2001) (conceptual geotechnical recommendations for Green Line project zone E)
- Conceptual Geotechnical Engineering Recommendations Monorail Project – Zone F, Seattle, Washington (Shannon & Wilson, Inc. December 2001) (conceptual geotechnical recommendations for Green Line project zone F)
- Conceptual Geotechnical Engineering Recommendations Monorail Project – Zone G, Seattle, Washington (Shannon & Wilson, Inc. December 2001) (conceptual geotechnical recommendations for Green Line project zone G)
- Flood Insurance Rate Map study for incorporated King County (FEMA 1995) (study showing floodplain information for King County)
- Cubbage, J. 1992. Survey of contaminants in sediments in Lake Union and adjoining waters (Salmon Bay, Lake Washington Ship Canal, and Portage Bay) (study for Washington Department of Ecology of sediment quality in Salmon Bay and area of Ship Canal)
- Ruggerone, G. T. 2000. Fisherman's Terminal fish and habitat survey (draft report by Natural Resource Consultants, Inc., to Port of Seattle, Seattle, Washington regarding fish and habitat in Fisherman's Terminal area of Salmon Bay)
- Longfellow Creek Watershed Action Plan (Longfellow Creek Watershed Management Committee and Seattle Drainage and Wastewater Utility 1992) (local planning for management of nonpoint source water pollution in Longfellow Creek watershed)

- Longfellow Creek Habitat Restoration Plan (URS Greiner Woodward Clyde Jan 20, 1999) (report for City of Seattle describing the proposed habitat restoration plan for Longfellow Creek, including existing habitat conditions, restoration priorities, and proposed restoration projects)
- High Rates of Pre-Spawn Mortality in Coho Salmon in Urban Stream in the Puget Sound Basin (Seattle Public Utilities et al, 2002) (report documenting the incidence of coho pre-spawning mortality in urban and non-urban streams, including Longfellow Creek)
- Longfellow Creek Watershed Characterization Background Report (Longfellow Creek Watershed Management Committee et al, April, 1992) (descriptive information regarding the character of and conditions within the Longfellow Creek watershed including geophysical, biological, historical, demographic, and technical water quality information)
- Duwamish Basin Water Resource Inventory Area 09– Washington Stream Catalog (Department of Fish & Wildlife, 1975) (report describing the physical conditions and fish use of WRIA 09 streams, including the Duwamish Waterway and Longfellow Creek)
- Seattle Monorail Project Draft EIS Level of Service Analysis – Backup Synchro Calculations (September 2003) (backup input assumptions and calculations for intersection level of service analysis near Green Line stations)
- Seattle Monorail Project Draft EIS Parking Supply and Demand Count Data (October 2003) (existing midday and early morning count data used to assess parking utilization near Green Line station alternatives)
- Survey forms and photographs of buildings and structures in Area of Potential Effects (APE), supplemental to Appendix NN and Cultural Resources Analysis
- Joint Aquatic Resources Permit Application (February 2004) for Green Line water crossings
- Green Line Guideway Pollutant Loading Analysis (Parametrix 2004)
- Seattle Monorail Project Board Resolution 03-33 – Real Property Acquisition and Relocation Policies, Procedures and Guidelines
- City of Seattle Draft Environmental Impact Statement, Seattle’s Plan for Managing Growth (April 1993)
- City of Seattle Final Environmental Impact Statement, The Mayor’s Recommended Comprehensive Plan: Toward a Sustainable Seattle (March 1994)
- Addendum to the Final Environmental Impact Statement on the Seattle Comprehensive Plan (July 19, 1995)
- City of Seattle Draft Environmental Impact Statement for Downtown Height and Density Changes (November 2003)
- Seattle Monorail Ship Canal Sediment Data Technical Memorandum (Parametrix 2003)
- Seattle Monorail Project: Preliminary Staff Recommendation for Alignment and Stations, November 18, 2003

- Seattle Monorail Project: Final Staff Recommendation for Alignment and Stations (January 24, 2004)
- Central Link Light Rail Final Environmental Impact Statement (November 1999), Volume One, Chapter 3 (Transportation Impacts and Mitigation)
- Downtown Seattle Transit Tunnel (DSTT) Report (September 21, 1998)
- Downtown Seattle Surface Report – Alternatives to Improve Surface Operations (April 14, 1999)
- Evaluation of Joint Operations in the Downtown Seattle Transit Tunnel (August 21, 2001)

Environmental Protection Agency Draft EIS Letter and Lack of Objection (LO) Rating (next page)



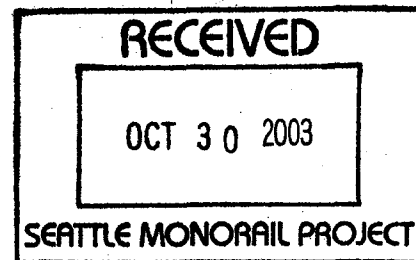
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
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Seattle, Washington 98101

Reply To
Attn Of: ECO-088

03-059-DHS

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13th Coast Guard District
United States Coast Guard
915 Second Avenue, Room 3510
Seattle WA 98174-1067



Dear Mr. Pratt and Mr. McFarlane:

We have reviewed the draft Environmental Impact Statement (EIS) for the **Seattle Monorail Green Line Transit Project**, a 14-Mile monorail line running from West Seattle to the Ballard neighborhood in Seattle, Washington. We have conducted this review in accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act.

The draft EIS examines no action and one action alternative that analyzes the impact of a number of different alignments along the monorail line's various segments. The action alternative includes a water crossing at Lake Washington Ship Canal Bridge and Bridge Modification at Duwamish Waterway, requiring authorization under Section 9 of the Rivers and Harbors Act of 1899.

We have rated the EIS LO (Lack of Objections). As proposed, we do not foresee the likelihood of significant environmental impacts with this project as proposed that would cause us to recommend either major changes or raise objections to it. This rating and a summary of our comments will be published in the *Federal Register*. A copy of the rating system used in conducting our review is enclosed for your reference.

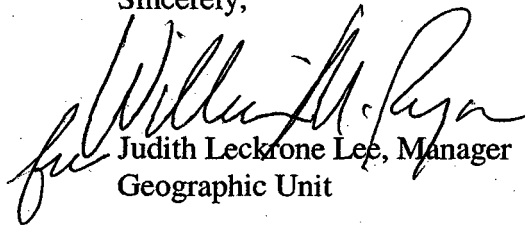
We strongly support the project purpose and need to provide a safe and reliable mass transit transportation alternative to travel on congested city streets and highways, and to better link the Seattle neighborhoods through which the proposed monorail passes. In our publication entitled *Transportation Planning in the Northwest: Framework for Sustainability* (enclosed), we strongly encourage transportation agencies to explore alternative transportation solutions to road building which minimize or eliminate environmental impacts that often accompany road

building, while still providing for the transportation needs of affected communities. Such solutions often come from focusing on the underlying need to move people and goods, not necessarily cars. We believe that this project will provide a new transportation option for many of Seattle's residents avoiding significant environmental impacts.

The ultimate success of the monorail depends on how well it will integrate with the Puget Sound's changing multi-modal transportation system, which includes existing and future transit systems, bicycle and pedestrian access in addition to connecting with the existing road network. We urge you to continue to work with the City of Seattle and the public to seek creative solutions appropriate for this densely populated, highly urbanized project area, which may include some major land use adjustments around stations and adjacent to the over-water portions of the project, parking controls such pricing mechanisms for the construction, ownership, taxation and use of parking, and alterations in traffic circulation patterns.

Thank you for the opportunity to review this draft EIS. If you would like to discuss this letter, please contact Jonathan Freedman at (206) 553-0266.

Sincerely,


Judith Leckrone Lee, Manager
Geographic Unit

Enclosures

**U.S. Environmental Protection Agency Rating System for
Draft Environmental Impact Statements
Definitions and Follow-Up Action***

Environmental Impact of the Action

LO – Lack of Objections

The U.S. Environmental Protection Agency (EPA) review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC – Environmental Concerns

EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce these impacts.

EO – Environmental Objections

EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no-action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU – Environmentally Unsatisfactory

EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

Adequacy of the Impact Statement

Category 1 – Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis of data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2 – Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses or discussion should be included in the final EIS.

Category 3 – Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the National Environmental Policy Act and or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

* From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment. February, 1987.

GREEN LINE FINAL ENVIRONMENTAL IMPACT STATEMENT: CONTENTS OF VOLUMES ONE THROUGH SIX

(Bold Denotes Contents of this Volume)

VOLUME ONE A

Final Environmental Impact Statement – Chapters 1 to 6

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VOLUME ONE B

Appendix AA	Environmental Justice (supercedes Appendix A from the Draft EIS)
Appendix BB	Not Used
Appendix CC	Seattle Monorail Project Summary of Draft Mitigation Measures (new Appendix for Final EIS)
Appendix DD	Public Involvement (supercedes Appendix D from the Draft EIS)
Appendix EE	Agency Coordination (supercedes Appendix E from the Draft EIS)
Appendix F	Draft EIS Distribution List (updated Appendix F from the Draft EIS)
Appendix FF	Final EIS Distribution List (new Appendix for Final EIS)
Appendix GG	List of Preparers (supercedes Appendix G from the Draft EIS)
Appendix HH	References (supercedes Appendix H from the Draft EIS)
Appendix II	Cumulative Effects: Updates to Projects Considered (supercedes Appendix I from the Draft EIS)
Appendix JJ	Acronyms (supercedes Appendix J from the Draft EIS)
Appendix KK	Glossary (supercedes Appendix K from the Draft EIS)

VOLUME TWO

Appendix LL	Updated Conceptual Design Drawings (supplements Appendix L from the Draft EIS)
	Alternative Alignment Drawings
	Station Footprint Plans
	Street Cross Sections
	Single Beam Guideway Description
Appendix MM	Additional Visual Simulations/Urban Design Updates (supplements Appendix M from the Draft EIS)
	New Visual Simulations
	Ongoing Draft Conceptual Design Studies
	Shadow Studies
	Urban Design Studies

VOLUME THREE

Appendix NN	Updated Section 106, Cultural Resources Report (supercedes Appendix N from the Draft EIS)
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VOLUME FOUR

Appendix OO	Transportation Backup Information (supercedes Appendix O from the Draft EIS)
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**GREEN LINE FINAL ENVIRONMENTAL IMPACT STATEMENT:
CONTENTS OF VOLUMES ONE THROUGH SIX (CONTINUED)**

Appendix PP	Alternatives Considered But Not Carried Forward for Detailed Review (supercedes Appendix B from the Draft EIS)
Appendix QQ	Displacements and Relocation Backup Information (supercedes Appendix Q from the Draft EIS)
Appendix RR	Draft Biological Evaluation, Longfellow Creek Flood Study, and Wetland Technical Report (new Appendix for Final EIS)
Appendix SS	Environmental Health Backup Information (supercedes Appendix S from the Draft EIS)

VOLUME FIVE

Draft EIS Comment Letters and Responses to Comments
Federal Agencies/Affected Tribes
State Agencies
Regional and Local Agencies
City of Seattle
Community Groups and Non-profit Organizations

VOLUME SIX

Draft EIS Comment Letters and Responses to Comments
Businesses/Business Groups
Individuals
Hearing Transcripts

DRAFT EIS APPENDICES (PART OF THIS FINAL EIS BUT NOT CHANGED SINCE DRAFT EIS)

C	Summary of Previous Environmental Documentation
L	Conceptual Design Drawings
M	Visual Simulations
P	Navigation Backup Information
R	Noise/Vibration Backup Information
T	Water Resources Backup Information
U	Land Use Backup Information
V	Natural Resources Backup Information
W	Tree Survey Backup Information
X	Construction Backup Information

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